

WINE AND  
SPIRITS  
MERCHANT  
CHAMBER & CO.  
MAKERS  
OF  
FRENCH  
PRESERVES  
IMPORTERS  
6, QUEEN'S ROAD.

# The China Mail.

St. GEORGE'S  
BUILDING  
DISS BROS.  
Tailors.

ESTABLISHED 1845

No. 1868

號七廿月一十年六零百九千一第

HONGKONG, TUESDAY, NOVEMBER 27, 1906.

日二十月十年六零百九千一第

PRICE, \$8.00 Per Month

## SHERRIES.

**PALE FINO**  
Conde de Torres Cabrera ... \$12.00.  
**DINNER SHERRY:**  
Conde de Torres Cabrera ... 16.00.  
PER CASE OF 1 DOZEN QUARTS.

**MAGEWEN, FRICKEL & CO.,**  
1515 3, DUDDELL STREET.

Intimations.  
**WHO'S WHO**  
IN THE  
**FAR EAST.**  
THE  
ONLY BOOK OF REFERENCE  
WHICH GIVES  
**BIOGRAPHIES**  
OF THE  
**PROMINENT MEN OF**  
THE FAR EAST  
IS NOW ON SALE  
Price ... \$10.  
FORWARDED TO ANY ADDRESS.  
OBTAINABLE FROM THE PUBLISHERS—  
8, QUEEN'S ROAD CENTRAL,  
HONGKONG.  
Hongkong, July 10, 1906.

**LOST.**  
**A GOLD CURB CHAIN BRACELET,**  
with fine Oblong Turquoise, between  
Kowloon Wharf and Lower Peak Tram  
Station or Happy Valley and Robinson  
Road.  
Finder will be rewarded on returning  
same to the "CHINA MAIL" Office, 5 Wynd-  
ham Street.  
Hongkong, November 26, 1906. 2278

**WANTED.**  
**A DESK—Cheap.**  
Apply  
Care of "CHINA MAIL" Office,  
Hongkong, November 26, 1906. 2277

**THE HONGKONG AND KOWLOON**  
**WHARF & GODOWN COMPANY,**  
LIMITED.

**NOTICE IS HEREBY GIVEN** that the  
following Goods at present in the  
custody of the above named Company will  
be sold by PUBLIC AUCTION by Mr. G.  
P. LAMBERT, at the Kowloon Godowns  
on MONDAY, December 3rd, 1906 at  
11 A.M., unless the same are previously  
taken delivery of and the charges due to  
respect thereof paid.  
1. BOTTLES and FRUITBARS, ex s.s. Hector  
stored for account of the Lin Chow Coal  
Mining Co. under Godown Warrant No.  
77571.  
G.G. 3 Cases PROVISIONS ex Suzouka,  
arrived 8/3/06.  
J.O.S. 17 Cases ORANGE SALT ex Java  
C.S. arrived 21/7/04.

**G & Co.**  
14  
9 cks. ASSORTED WATCHES ex  
Kintuck arrived 3/12/04.

**G & Co.**  
3 Cases VERMOREL ex F. R.  
Lutpold arrived 1/3/06.

**MIN**  
30 Cases WINE ex Socotro  
arrived 24/4/06 22223

**EDWARD OSBORNE,**  
Hongkong, November 26, 1906. 2274

**HONGKONG ST. ANDREW'S**  
**SOCIETY.**

**SCOTSMEN** are INVITED to SUB-  
SCRIBE to the ST. ANDREW'S  
BALL to be held in the CITY HALL, at  
9 P.M. on FRIDAY, 30th inst.  
For particulars please apply to  
**W. ARMSTRONG,**  
Hon. Secretary,  
(c/o BUTTERFIELD & SWIRE),  
Hongkong, November 23, 1906. 2248

**TUITION.**

**MR. L. A. DE GRACA** has discovered a  
New Method which enables him to  
teach the MANOIRING or BANGS in six  
months. Also gives Lessons on Violin and  
Guitar. Terms moderate. Address 63,  
ELGIN STREET.  
Hongkong, October 29, 1906. 2094

**NOTIFICATION.**

**TENDERS** will be received at the Office  
of the Undersigned until 12 o'clock  
on SATURDAY, February 10th, 1907, for  
the construction of a RAMPONON CONCRETE  
WHARF 1170 feet in length, containing  
approximately one hundred and fifty thou-  
sand lineal feet of RAMPONON CONCRETE  
Pier, and one hundred and eighty  
thousand cubic feet of superstructure; four  
RAMPONON CONCRETE 4 Stroke GOWNS  
each 300 feet by 100 feet, a TANKER BARGE  
and other works. Plans, specifications and  
other information for those desiring to  
tender will be ready on December 10th,  
1906.

**DAVIS & THOMAS,**  
Civil Engineers and Architects,  
10, THE ARCADE, HONGKONG.  
Hongkong, November 23, 1906. 2243

## Business Notices.

**INNES' PATENT**  
**METALLIC ZINC POWDER.**  
THE RELIABLE PREVENTATIVE  
OF CORROSION IN BOILERS.  
**W. S. BAILEY, Sole Agents.**

**HONGKONG, CANTON, MACAO**  
**AND WEST RIVER STEAMERS.**

**JOINT SERVICE OF THE HONGKONG, CANTON AND**  
**MACAO STEAMBOAT CO., LTD., AND THE CHINA**  
**NAVIGATION COMPANY, LTD.**

**Hongkong-Canton Line.**  
s.s. POWAN, 2,338 tons, Captain W. A. Valentine.  
s.s. PATSHAN, 2,260 tons, Captain R. D. Thomas.  
s.s. KINSHAN, 1,995 tons, Captain J. J. Loeudui.  
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted); 9 p.m.  
(Saturday Excepted).  
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the  
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

**SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT**  
**COMPANY, LIMITED.**

**Hongkong-Macao Line.**  
s.s. HONAM, 2,383 tons, Captain H. D. Jones.  
Departures from Hongkong to Macao on week days at 2 p.m. Sunday Special Excur-  
sions leaving Hongkong at 9.30 a.m. and a Second Departure about 7 p.m.  
Departures from Macao to Hongkong on week days at 7.30 a.m. On Saturdays a  
Second Departure about 7.30 p.m. On Sundays at 3 p.m. (See Special Express).

**Canton-Macao Line.**  
s.s. LONGSHAN, 219 tons, Captain T. Hamlin.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

**JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVA-**  
**TION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.**

**Canton-Wuchow Line.**  
s.s. SAINAM, 688 tons, Captain J. Wilcox.  
s.s. NANNING, 669 tons, Captain A. McKinnon.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days  
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin  
accommodation and are lighted throughout by electricity.  
Further particulars may be obtained at the Office of the

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**  
Hortel Mansions, (First Floor), opposite the Hongkong Hotel.  
Or of BUTTERFIELD & SWIRE.  
Agents, CHINA NAVIGATION CO., LTD.

**MADAM JAY**

**BEGS to announce** that she has REMOVED her DRESSMAKING MILLINERY  
ESTABLISHMENT to more Commodious Premises, No. 14, DES VOEUX  
ROAD, near Hongkong Hotel.

Madam JAY is offering for Sale MORNING, AFTERNOON and EVENING  
GOWNS, below cost, in order to make room for a very large new lot of goods.

Madam JAY also has a splendid lot of goods for Afternoon Gowns, "one gown  
in each piece" selling at very low prices. JAPANESE SILK sold by the yard, at  
prices below competition in Hongkong. Pending the arrival of the MODISTE from  
Paris, MADAM JAY herself will carry on the DRESSMAKING DEPARTMENT.

Hongkong, November 26, 1906. 2273

**HOTEL BALTIMORE** LATE HOTEL AMERICA  
2, WYNDHAM STREET.

**A FIRST-CLASS HOTEL** under European Management. NICELY FURNISHED  
AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS  
EXCELLENT CUISINE. "Three minutes' walk from the Ferry Wharf."  
TERMS REASONABLE. Apply to THE MANAGER.

BY SPECIAL ARRANGEMENT

**THE**  
**BELLE VIEW HOTEL**

HAVE SECURED  
**MR. K. LEVERINGS, HIGH-CLASS**  
**VAUDEVILLE COY.,**

**NEXT SATURDAY NIGHT**  
**ONLY.**

1st DECEMBER.  
Commencing at 8 p.m. Sharp.

Professor DALMAIN (Conjuror & Magician).  
H. KANE (Eccentric Comedian).  
J. SAWYER (Specialty Dancer).  
MASTER R. SMCORR (Charaping Boy  
Soprano).  
T. WILLIAMS (Ballad Vocalist).  
H. KELLY (Character Comedian).  
M. CANNY ("Ooster" Comedian).  
J. TAYLOR (B-joint).

and  
Professor Z. ASLETT (The Modern Vulcan)  
in a Sensational Balancing Act.

**WELSH RABBIT AND REFRIGERANTS**  
at Moderate Charges during the evening.

**ADMISSION:**  
Front Seats ..... 50 Cents.  
Back Rows ..... 25 Cents.

**BELLE VIEW HOTEL**  
(Late Hotel Metropole).  
Hongkong, November 27, 1906. 2268

**FOR SALE—ON HIRE.**  
**JUST ARRIVED** a large Consignment  
of ENGLISH MADE BICYCLES, &c.  
Monthly payment system can be arranged.

**THE EASTERN CYCLE CO.,**  
No. 3, ARNOLD STREET.  
Hongkong, November 15, 1906. 2198

**CHIEF WING & CO.**  
28 & 29, LEE YUEN STREET (WEST)  
HONGKONG.

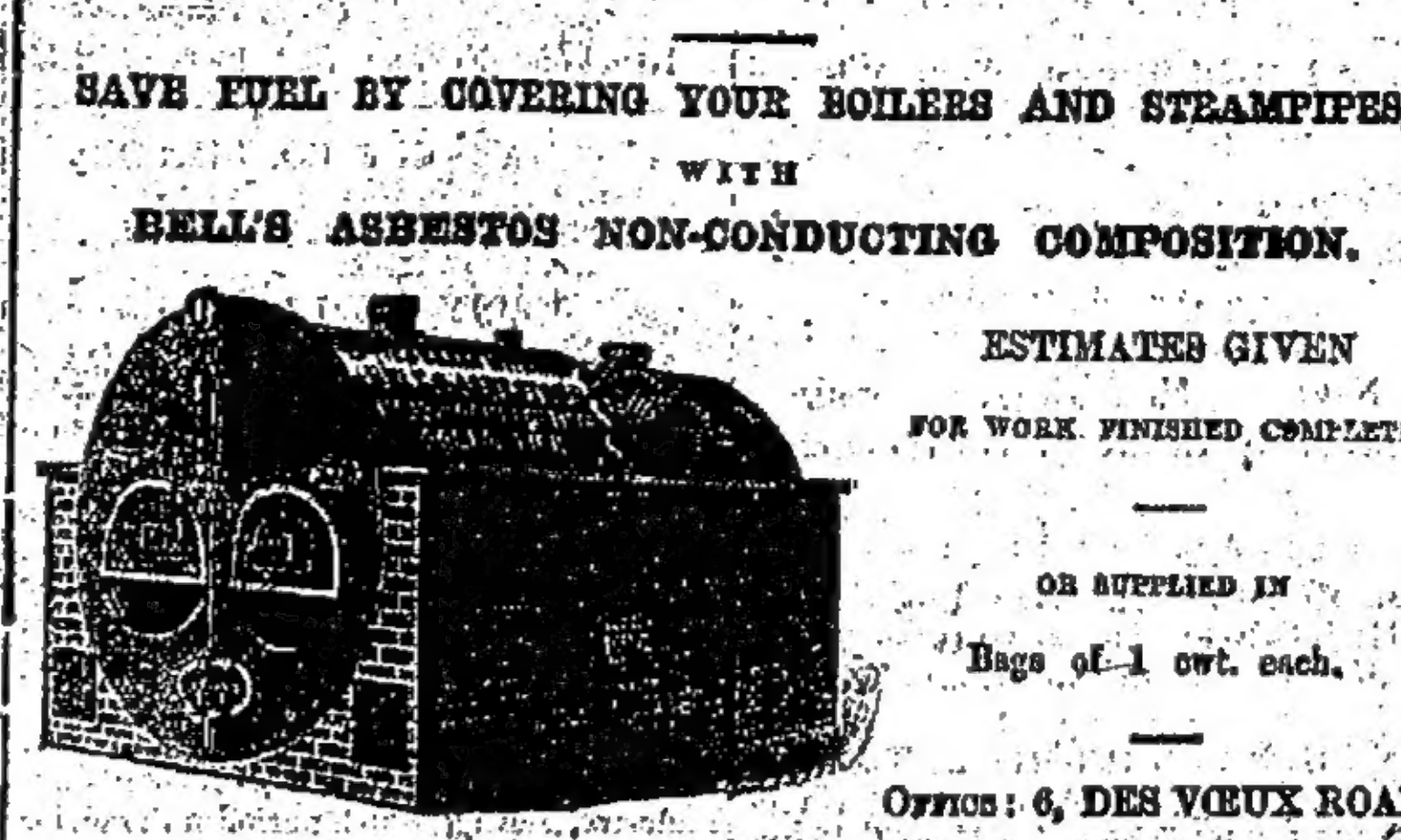
**DEALERS IN**  
ALL Sorts of COPPER, BRASS, STEEL  
IRON WARE, &c.  
THEL GIRDERS AND TEES  
ON ROUGHED IRON, PIG IRON, &c.  
Suitable for  
Ex. & ENGINEERS AND HOUSE BUILDERS.

**CAMPBELL, MOORE & CO.,**  
LIMITED.  
JUST RECEIVED  
GILLETTE SAFETY  
RAZORS, MANDARIN  
RAZORS  
WITH EXTRA BLADES.  
NEW PERFUMERY.  
No. 152, 2nd Floor,  
DES VOEUX ROAD CENTRAL,  
HONGKONG.  
Hongkong, November 7, 1906. 2167

**YEE SHING.**  
ESTABLISHED 1868.  
SAIL AND FLAG  
MAKER.  
No. 152, 2nd Floor,  
DES VOEUX ROAD CENTRAL,  
HONGKONG.  
Hongkong, November 7, 1906. 2167

## Business Notices.

**BELL'S ASBESTOS EASTERN AGENCY, LIMITED**  
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).  
SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES  
WITH  
BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.  
ESTIMATES GIVEN  
FOR WORK FINISHED COMPLETE.  
OR SUPPLIED IN  
Bags of 1 cwt. each.  
Office: 4, DES VOEUX ROAD.



**LANE, CRAWFORD & CO.**  
**ST. ANDREW'S BALL.**

**DRESS SHIRTS**  
\$18.50 THE HALF DOZEN.

**WHITE KID GLOVES**  
\$1.25 PER PAIR.

**DRESS TIES** **COLLARS**  
\$1.00 PER DOZEN. \$4.00 PER DOZEN.

**LANE, CRAWFORD & CO.**  
Hongkong, November 27, 1906. 2040

**10 PER CENT DISCOUNT.**

IN consequence of the favourable exchange now ruling, we beg to notify our  
PATRONS and the PUBLIC GENERALLY, that until further notice,  
Our Prices for Wines and Spirits will be reduced 10 per cent,  
AS FROM THE 1st NOVEMBER.

**H. PRICE & CO.,**  
WINE & SPIRIT MERCHANTS,  
12, QUEEN'S ROAD CENTRAL.  
Hongkong, November 15, 1906. 2189

**REMINGTON**  
**TYPEWRITERS**  
WITH ALL REQUISITES.  
**SIEMSEN & CO.,**  
SOLE AGENTS.  
Hongkong, March 2, 1906. 449

**KELLY & WALSH, LTD.**

Condition, by Winston Churchill, \$3.50  
Sophy of Kravonia, by Anthony Hope 1.75  
The White Flames of Navarre, S.R. 1.75  
Orcutt ... 1.75  
Disenchanted by Pierre Loti ... 1.75  
I Will Repay by Baroness Orcutt ... 1.75  
Hot Grass at Bay, by Headon Hill 1.75  
The Crown of the Dazzler, by Jack London ... 1.75  
Sins Strong, by Irving Bacheller ... 1.75  
The Call of the Blood, by R. Hichens ... 1.75  
A Princess of Vancovy, by John Ozenbark ... 1.75  
The Countess of Stokely, by A. Peck ... 1.75  
Prisoners, by Mary Cholmondeley ... 1.75  
The Car of Destiny, by G. N. and A. M. Williamson ... 1.75  
Out of the Raining, by A. and C. Askew ... 1.75  
The Shadow of the Lord, by Mrs. Hugh Fraser ... 1.75  
MORLEY'S LIFE OF GRADSTONE, Cheap edition, 2 Vols., 7.50.  
THE NEWEST DESIGNS IN "XMAS CARDS FOR PRIVATE GREETINGS." RICE PAPER CARDS WITH PIGLIN ENGLISH VERSES.  
JAPANESE HAND PAINTED CARDS, FANCY CALENDARS.

**THE COMPANIES ORDINANCE OF**  
**HONGKONG** With Introduction, Notes  
and an Index, by J. W. Lee-Jones, \$10.00.

**LEGAL WORKS, BY SIR FRANCIS**  
**PIGGOTT.**  
The Imperial Statute Applicable to  
the Colonies, 2 Vols., 25/6.  
Foreign Judgments and Parties out  
of the Jurisdiction ... \$16.00  
Service out of the Jurisdiction ... 8.00  
Principles of the Law of Torts ... 12.00  
Exterritoriality, Consular Jurisdic-  
tion and Residence in Foreign  
Countries ... 12.00  
Letter to the "Times" on Behring  
Sea Arbitration ... 1.00

**CHILDREN'S ANNUAL.**  
Boys' Own, Girls' Own, Chums, Chatter-  
box, Little Folks, Bo-Peep, Tiny  
Tots, Sunday, &c., &c.  
Lang's New Fairy Book.  
The New Gollivegg Book.

**CHRISTMAS NUMBERS OF THE**  
**"ILLUS. PAPERS."**

**CARLTON HOUSE HOTELS,**  
No. 8 and 10, Ice House Road.  
EXCELLENT FURNISHED ROOMS.  
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.  
FOR TERMS APPLY TO THE MANAGER. 804

**GREEN ISLAND CEMENT CO., LD**  
**PORTLAND CEMENT**

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.  
In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

**Shewan, Tomes & Co.,**  
GENERAL MANAGERS,  
2655

**BALL SEASON, 1906.**  
**FAIRALL & CO**  
ARE SHOWING  
ALL NEWEST NOVELTIES  
FOR  
BOTH DAY AND EVENING WEAR.  
7 & 9, Pedder Street.

**THE HONGKONG HOTEL.**  
UNRIVALED FOR COMFORT AND CUISINE.  
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.  
MODERATE TERMS AND NO EXTRA.  
H. HAYNES, Manager.

**VICTORIA DISPENSARY.**  
WE HAVE JUST RECEIVED A NEW SHIPMENT OF  
**CONFECTIONERY.**  
Chocolate Almonds and Creams, Chocolate Biscuits,  
Mexican and Milk Chocolate.

**PASCALL'S BUTTER SCOTCH AND TOFFEE**  
**RICHMOND MIXTURE.** BURN'T ALMONDS.  
Sugared Almonds. Mixed Fruit Pastilles.  
A LARGE ASSORTMENT OF  
GADBURY'S CHOCOLATES IN FANCY BOXES.

**MEE CHEUNG, PHOTOGRAPHER**  
(Ice House Lane)  
**TYPHOON PICTURE POSTCARDS**  
NOW ON SALE.  
ALSO THE TYPHOON ALBUM, WITH A COMPLETE  
SERIES OF OVER 50 SCENES.  
Hongkong, November 27, 1906. 139

**GIVING UP BUSINESS.**  
NO REASONABLE OFFER REFUSED.  
GOODS SIMPLY GIVEN AWAY.  
GENUINE FINISHING UP OF  
**LONDON HOUSE.**  
LAST 3 WEEKS OF SALE.  
Hongkong, November 1, 1906. 220

**W. BREWER & CO.**  
NEW ADDRESS:  
**PEDDER STREET—UNDER HONGKONG HOTEL**  
(ADJOINING MAIN ENTRANCE).

Autobiography and Confession of ... (The Art and Science of Sail Making, by ...)  
Thomas de Quincey ... \$2.00 by Saddle ... \$2.00  
Lang's Orange Fairy Book ... 4.00 The Garter Mission to Japan, by ... \$2.00  
Land and Marine Surveying by Haskell 6.00 Redefinition ... 4.00

**CHRISTMAS NUMBERS OF Graphic, Illus. London News**  
Sporting and Dramatic News, Pears' Annual, &c.  
New Volumes of Boys' Own Annual, Chums, Little Folks,  
Chatterbox, Sunday, Children's Friend, Prize, Infants'  
Magazine, Bo-Peep, Tiny Tots, &c.

**V. O. S.**  
and  
**EXTRA SPECIAL FINEST**  
**LIQUEUR**  
ARE THE BEST WHISKIES OBTAINABLE  
**Caldbeck, Macgregor & Co.,**  
WINE & SPIRIT MERCHANTS,  
15, QUEEN'S ROAD CENTRAL.





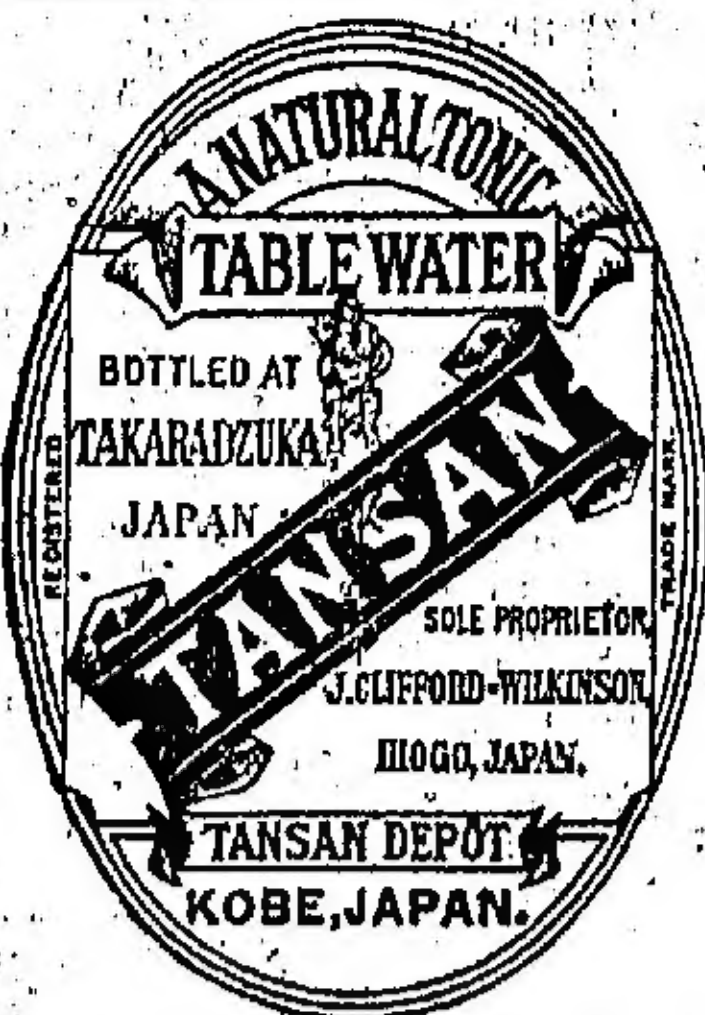


# To Let

and undoubtedly the  
**POPULAR & LEADING PAPER**  
Established over Half-a-Century.



THE ORIGINAL



BOTTLED BY THE  
**CLIFFORD-WILKINSON**  
Tansan Mineral Water  
Co., Ltd.,  
Kobe  
THE FAVOURITE MINERAL  
WATER.

Per Case of 48 Pints ..... \$8.50  
Per Dozen Pints ..... \$1.70  
Per Case of 100 Sphincters ..... \$8.50  
Per Dozen Sphincters ..... \$1.15

**GINGER ALE**

Experts Testify That

**TANSAN** MAKES THE MOST  
WHOLESALE AND  
PALATABLE

**GINGER ALE**  
IN THE WORLD.

PER CASE 48 PINTS ..... \$7.75  
PER DOZEN PINTS ..... 1.55  
PER CASE 100 SPHINCTERS ..... 8.50  
PER DOZEN SPHINCTERS ..... 1.30

SAMPLES ON APPLICATION

5% DISCOUNT ALLOWED  
UNTIL FURTHER NOTICE.

SOLE AGENTS:  
**H. PRICE & CO.,**  
Wine and Spirit Merchants,  
12, QUEEN'S ROAD CENTRAL.

**POWELL'S**

GENT'S DEPARTMENT  
28, QUEEN'S ROAD.

SMART

**BOWLER  
HATS**

\$4.50, \$7.00, \$8.50.

MADE BY

**GLYN,**  
OLD BOND STREET.

**POWELL'S**

Opposite the Clock  
Tower.

AGENTS FOR THE CHINA MAIL.  
BORDON - J. ALGAR, 11 & 12, Cecil's  
Lane, Lombard Street, E.C. CLARKE,  
SON & PIATT, 35 Gracechurch St.,  
E.C. STREET & CO., Ltd., 30, Corn-  
hill, GORDON & GORIN, 15 St. Bride  
St., E.C. BAYES, HYNDY & CO., 25,  
Cannon Street, E.C. WELLS, Ltd., 151,  
152, Fleet Street, O. MITCHELL &  
CO., Snow Hill, Holborn Viaduct, E.C.  
D. J. KERR & CO., 1, Whitefriars  
St., E.C. MATTHEW & CROWTHER,  
10, 11, 12 New Bridge St., E.C.  
MILSON & CO., 22 Glasshouse St.,  
Regent St., W.

PARIS AND EUROPE - MATTHEW  
FAVRE & CO., 18 Rue de la Grande  
Batterie, Paris. The Rev. Dr. HARR,  
D.D., 12 Rue Vivienne, Paris.  
NEW YORK - THE CHINESE EVANGELICAL  
Office, 65, West 32nd Street.  
SAN FRANCISCO and American Ports  
generally - BLAX & BLAKE, San Fran-  
cisco.

AUSTRALIA, TASMANIA, AND NEW  
ZEALAND - GORDON & GORIN, Mel-  
bourne and Sydney.

CHILEAN - W. M. SMITH & CO., THE  
Australasian Co., Valparaiso.

The  
**SAVOY,**

LIMITED.

WE  
WILL  
REMAIN

**OPEN**

TILL 9 p.m.

ON

**St Andrew's**

**Evening.**

**THE SAVOY, Ltd.**

13, QUEEN'S ROAD,  
**HONGKONG.**

THE

**'OVERLAND'  
CHINA MAIL.**

ALL THE NEWS OF THE WEEK.

TELEGRAMS,  
LOCAL NEWS,  
etc., etc.

THE

**BEST PAPER  
FOR POSTING TO FRIENDS  
AT HOME.**

To be obtained at "The China  
Mail" Office, 5 Wyndham  
Street.

**XMAS GIFTS.**

JUST received a Large and Fine Assort-  
ment of  
JAPANESE XMAS AND NEW YEAR  
CARDS, AND CALENDARS, &c.  
MOST SUITABLE FOR POSTING TO EUROPE.  
Prices Very Moderate.  
Inspection Solicited.

I. NAKAZAWA,

7, D'AGUILAR STREET,  
Hongkong, October 24, 1906. 2052

**THE WELDON HOUSE,**

LIMITED.

ARE SHOWING  
LADIES' JAPANESE EMBROIDER-  
ED MORNING GOWNS AND  
JACKETS, HATS (Paris Model) of the  
latest fashion, also XMAS GOODS,  
including TOM SMITH'S CRACKERS,  
TOYS, &c., &c.

Every Convenience in the  
DRESSMAKING DEPARTMENT.  
HATS remodeled and made to Order.  
INSPECTION CORDIALLY INVITED.  
10, D'AGUILAR STREET,  
**HONGKONG.**

Hongkong, November 21, 1906. 2061

**S. MOUTRIE & Co.,**

LIMITED.

Have established a reputation  
of over 11 years as First-  
Class PIANO MANU-  
FACTURERS and are  
now able to supply Pianos  
unsurpassed for perfec-  
tion of TONE and TOUCH  
and they are not affected  
by any Climate.

PRICES FROM

**\$340.**

SOLE AGENTS FOR THE

**LEADING EUROPEAN  
MANUFACTURERS.**

S. MOUTRIE &amp; Co., Ltd.

YORK BUILDINGS, CHATER ROAD,  
Hongkong, October 9, 1906. 18



**A. S. WATSON  
& Co., Ltd.**

**REDUCED**

**PRICES.**

We beg to invite your attention  
to our Price List which is  
now being sent out. Please  
apply for a copy if you  
have not already received  
one.

**THE REDUCED PRICES**

which take effect as from  
the 15th instant will be  
found to compare favour-  
ably with those of other  
stores in the Colony,  
whether European or  
Chinese.

WE have also just issued  
separately a new Wine List

with prices based on rate  
of Exchange now ruling.

reference to which will  
show that Substantial  
Reductions have been  
made.

All Prices are now strictly  
net.

**A. S. WATSON & CO.,  
LIMITED.**

Hongkong Dispensary.

Established A.D. 1844.

Deaths.  
On November 23, to Mr. and  
Mrs. F. M. Brooks of Shanghai, a Son,  
Rivley, aged 18 months, at 18,  
Rivley Well Road, Shanghai,  
Charles and Edna Rivley, a Son  
(nephew).

Deaths.  
At Kowloon, Devon, on the  
20th inst., Thomas Arnold, aged 63.  
He was on November 22, at the  
Shanghai General Hospital, Kanak Mon-  
nick Thomas.

Deaths.  
On November 23, at the Ge-  
neral Hospital, Shanghai, John L. Arnold  
St. George's.

MEMOR. FOR TO-MORROW.  
Meeting.  
9 p.m.—Meeting of Ethen Mark Lodge.

General Memoranda.

FRIDAY, November 20:—  
2.30 p.m.—Auction of Household Furni-  
ture, &c., at Messrs. Hughes & Bough's  
Sales Rooms.  
3 p.m.—St. Andrew's Ball at City Hall.  
Goods per "Andromeda" undelivered after  
this date subject to rent.

SATURDAY, December 1:—  
2.30 p.m.—Auction of Miscellaneous Ar-  
ticles, at Messrs. Hughes & Bough's  
Sales Rooms.  
9 p.m.—Concert at Belle View Hotel.

MONDAY, December 3:—  
9 p.m.—Dance at City Hall.  
2.45 p.m.—Lecture at Victoria Hospital.

TUESDAY, December 4:—  
2.15 p.m.—Meeting of His Majesty's  
Justices of Peace at Magistracy.  
6.30 p.m.—Organ Recital in St. John's  
Cathedral.

**The China Mail.**

HONGKONG, TUESDAY, NOVEMBER 27, 1906.

COMPULSORY VOTING.

It is being recognised, in those parts  
of the world where manhood or adult  
suffrage obtains, that some attempt  
should be made to compel electors to

vote. Singularly enough it is in the  
more democratic countries that the  
electors are most apathetic. In many  
of the Australian constituencies forty  
per cent. of the persons on the  
electoral roll do not trouble to play  
their part in the selection of Par-  
liamentary representatives. This leads  
not infrequently to the election of a  
man by a small minority of the per-  
sons qualified to vote. Such a member  
is not the representative of his con-  
stituency in any sense of the word—  
he is merely the representative of one  
section which is less apathetic than  
the others. The unfortunate and  
discreditable feature about the whole  
thing is that it is the Labour Party  
which polls every available vote while  
the parties which stand for orderly  
progress frequently lose ground  
because the electors are too lethargic  
to afford material support to con-  
didates who hold political opinion  
similar to their own. It may be  
broadly stated that in the Australian  
Senate there is no representation of  
the majority at all. That at all events  
is the conclusion that is compelled by  
an analysis of the figures of the last  
general election. In Queensland fifty-  
four per cent. of the electors voted, in  
New South Wales and Victoria, fifty  
per cent., in Tasmania 44 per cent.,  
in South Australia, thirty-two per cent.,  
and in West Australia twenty-six per  
cent. Put in another way, between  
forty-two and forty-three per cent. of  
the qualified electors of Australia  
selected the members of the Upper  
House. Consequently the majority,  
fifty-seven or fifty-eight per cent., are  
not represented. The argument is  
frequently advanced that the apathy  
of electors brings its own punishment  
in that such electors may have to live  
under laws which they object to and  
which might never have been passed  
if they had exercised their prerogative.  
That is an extremely short-sighted way  
of looking at the question. If indi-  
vidual discontent were the greatest evil  
that resulted from persons refraining  
from voting there would be no need  
to consider the advisability of resort-  
ing to compulsion. But there is  
much more at stake than the com-  
fort or discomfort of individuals.  
A Parliament in which minority re-  
presentatives hold the balance of  
power may commit the country to a

policy which will retard its advance-  
ment for decades. The naval policy of  
Great Britain may be taken as an  
example. Suppose that misfortune  
willed it that minority representatives  
of the anti-militarist persuasion held a  
majority in the House of Commons. By  
refraining from going on with the  
naval building programme they might  
so weaken our position as a naval  
power that the lee-way could never be  
made up. This may seem setting up  
an imaginary Aunt Sally for the  
pleasure of knocking it down again  
but the fact that many publicists in  
Great Britain have repeatedly and  
openly expressed their disapproval of  
the Imperial idea places it within the  
bounds of possibility. A good case has  
undoubtedly been made out for bring-  
ing compulsion to bear upon electors  
but much difference of opinion exists  
as to the manner in which it is to be  
effected. The proposal which finds  
most favour is one to make failure to  
vote punishable by a fine, increased  
with subsequent offences, and ending  
with disfranchisement for a number  
of years. The latter penalty, however,  
would seem a weak kind of punish-  
ment for a man who habitually abstained,  
from choice, from recording his vote.  
A term of imprisonment would better  
meet the case. However the system  
is worked but the result will undoubt-  
edly be beneficial to any country  
which adopts it. A Parliament which  
represents the majority of qualified  
voters is certain to pass wiser and  
better legislation than one which  
represents merely an aggressive  
minority.

Li Kwok Lam, who has been an  
official, and is now in business at  
Canton, has organized a Company in  
order to build a big factory in the  
City of Rams for weaving stockings,  
cloths and singlets. It is proposed to  
build the factory over on Tong Tau, on  
the ground which has been  
reclaimed. An appeal has been lodged  
with the Canton Chamber of Com-  
merce in order that permission may  
be granted for the new enterprise.  
The reply is favourable, and indicates  
that the time has come when there  
must be co-operation in order to  
obtain success, and in the present war  
of competition, such co-operation is  
the only thing that can save the  
situation. Permission therefore has  
been granted, and the papers have  
been sent on to Peking to the General  
Chamber of Commerce there. It  
seems, therefore, that the Chinese are  
about to enter into competition in the  
weaving trade, and, if they do, and  
can carry on the work successfully, it  
must make a difference to the present  
trade with China in these articles of  
wear. At present the articles are  
imported, and there is a good sale for  
them. Yet it is only natural that the  
Chinese should sooner or later seek  
to manufacture them for themselves,  
and apparently the time has come, or  
is coming, very near when they will  
do so.

Ever since the Boxer Troubles in  
1900 the Empress Dowager has had so  
much confidence in Yuan Shi Kai,  
Viceroy of Chihli Province, the most  
important vice-royalty in the Chinese  
Empire, that the power vested in him  
has been, for the past six years, un-  
surpassed even by that of the Emperor  
himself. So influential was he indeed,  
that all state affairs have been referred  
to him for decision. This is not need-  
less to say, has incurred the utmost  
uneasiness on the part of the Manchu  
princes, and as far as reports go, every  
means has been resorted to with a  
view to stripping the veteran viceroy  
of his power. But owing to the fact  
that China's whole foreign-drilled army  
is under his command, that he con-  
trols the China Merchants Steam  
Navigation Company and the Tele-  
graphs, which are about all the means  
of communication throughout the Em-  
pire, and that his position affords him  
unlimited resources for money, any  
step towards withdrawing his power  
has been considered detrimental to the  
Manchu rulers. This perhaps has  
accounted for the retention of his in-  
fluence, but if recent reports are true,  
Yuan's influence begins to fall.  
According to information received by  
a native paper, the Throne has ordered

that only two of the six regiments are  
to be retained for Yuan Shi Kai, while  
the other four are to be under the  
command of the Army department  
duly created. The six regiments,  
which took part in the recent man-  
oeuvres, represent all the foreign  
drilled soldiers under the command of  
Yuan Shi Kai, and this sudden con-  
centration means the doing away  
gradually with his power. The same  
paper states that the China Mer-  
chants' fleet and the Telegraphs are to  
be restored to the administration of  
the Board of Communications. If  
these two items are reliable, Yuan Shi  
Kai's power will be reduced con-  
siderably.

LOCAL AND COAST NEWS.

The Late Thomas Arnold.

The sad news of the death of Mr.  
Thomas Arnold, which we publish else-  
where, comes as an unwelcome surprise,  
as the latest information from Home, was  
of the most encouraging nature. Mr.  
Arnold went to England, after a long stay  
in Hongkong, suffering from heart trouble,  
but the change was reported to have had  
a most beneficial effect. As an accountant  
and as Secretary of the Hongkong and  
Macao Steamboat Co., he was well known,  
and many friends will be sorry to hear of  
his sudden decease. His family will claim  
the sympathy of all who knew the de-  
ceased.

Threatened Scarcity of Rice.

There is a fear entertained that there  
will be a scarcity of rice in the delta this  
autumn. It appears that the Governor of  
Kwangsi has issued an order prohibiting  
the people from exporting any rice for the  
present and this has caused the price of rice  
to rise. On Friday last the Directors of the  
Canton Chamber of Commerce met in a  
request to the new Viceroy urging that  
this order be withdrawn. Indeed so im-  
portant is the matter that they requested  
in their petition that he send a telegram to  
the Governor of Kwang Sai and so relieve  
the anxiety of the people.

SOCIAL AND PERSONAL.

Mr. H. I. Harding of the Consular Ser-  
vice has been transferred from Shanghai to  
Canton. His departure will be a loss to  
Shanghai where he has many friends.  
These, however, will congratulate him on  
his promotion and will follow his career in  
the Service with keen interest.

Mr. Ralph E. Balliol, who unsuccessfully  
contested West Newington, in the Con-  
servative interest in January last, having  
relinquished his connection with that  
contingency, has been unanimously adopted  
as the Conservative and Unionist candidate  
for the adjoining constituency of Walworth.

The advent of Mr. Edward Branscombe's  
Westminster Glee and Concert Party  
(from London), who are announced to ap-  
pear shortly at the Theatre Royal have the  
distinct fascination of presenting to us a  
concert of a nature somewhat out of the  
ordinary run, at the same time possessing  
the charm of the highest plane of artistic  
excellence. The salient features in their  
programme is the introduction of unac-  
panied vocalization in the form of a  
charming admixture of the old songs,  
madrigals, glees and catches, with ex-  
amples of the more melodious of the  
modern school of solo ballads. In short, a  
popular programme, strictly in the sense  
of being just what the people love. It is  
moreover promised from artists (men and  
boys) of high training and intelligence,  
who have made a life study of the art of  
part singing. The party consists of four  
solo soprano boys, six gentlemen, sup-  
ported by the English contralto, Madame  
Marie Hooten, and the English tenor, Mr.  
Edward Branscombe. A novelty in the  
form of a Male Alto Solo is also  
promised.

WEATHER REPORT.

The following notice is issued by Mr.  
King of the Hongkong Observatory:—

On the 27th at 11.55 a.m. The barom-  
eter has fallen considerably over N. China  
and W. Japan, and risen slightly in S.  
Japan.

A depression has appeared over Man-  
churia. It seems to be moving Eastwards  
towards the N. part of the Sea of Japan.  
The high pressure area is lying over the  
Yangtze valley.

Gradients are moderate to rather steep,  
and strong monsoon will continue to  
prevail in the Formosa Channel and hard  
monsoon over the China Sea.

Hongkong Rainfall for the 24 hours end-  
ing at 10 a.m. to-day, 0.60 inches.  
Forecast for the 24 hours ending at noon  
to-morrow.

1.—Hongkong and Neighbourhood:  
N. winds, moderate to fresh; fine.  
2.—Formosa Channel: N.E. winds,  
strong.  
3.—South coast of China between Hong-  
kong and Hainan: Same as No. 1.

The American ship "Ivy" came into  
harbour under her own sail on Sunday,  
and afforded a picturesque and unusual sight  
for those who were about at the time. She  
came from Shanghai in ballast.

LAME BACK.

THIS ailment is usually caused by rheu-  
matism of the muscles and may be  
cured by applying Chamberlain's Pain Balm  
two or three times a day and rubbing the  
parts vigorously at each application. If this  
does not afford relief, bind on a piece of  
flannel slightly dampened with Pain Balm,  
and quick relief is almost sure to follow.  
For sale by all chemists and druggists.

BY TELEGRAPH.

CHANGCHUN JUNCTION.

**QUESTION REFERRED TO  
ST. PETERSBURG.**

(From Our Correspondent.)

SHANGHAI, Nov. 27.

The question of control at the  
Junction of the South Manchurian  
and Russian railways at Changchun,  
which has not yet been settled by the  
delegates appointed by Japan and Rus-  
sia, has been referred to St. Peters-  
burg.

NEWOWHANG.

RETROCESSION ARRANGED.

(From Our Correspondent.)

SHANGHAI, Nov. 27.

Tokyo telegrams state that negotia-  
tions for the retrocession of New-  
chwang to China have been concluded,  
and will be effected on December.

ITALY AND GREECE.

BANQUET AT ROME.

Significant Absentees.

(Exclusive Service, supplied by Reuters,  
via Bombay.)

London, November 26.

King George of Greece has been  
banqueted at the Quirinal—the King of  
Italy's modern palace outside Rome—  
by King Victor Emmanuel of Italy.

In toasting his guest King Victor  
said that the glories of Rome and  
Greece, from where all art, science, and  
poetry had radiated, were still unfor-  
gotten, and that he hoped in the future  
that their histories would be united.

King George, in reply, emphasized  
the admiration, goodwill and fraternal  
feelings which the Greeks had for the  
Italian people.

Rumanian, Servian and Bulgarian  
representatives received invitations to  
be present at the banquet but did not  
attend.

THE OLYMPIC SPORTS.

THE NEXT MEETING.

Enormous Arena Proposed.

(Exclusive Service, supplied by Reuters,  
via Bombay.)

London, November 26.

The next gathering in connection  
with the Olympic Games will be held  
in London in 1908.

Proposals are now being considered  
therewith and one proposal which is  
receiving attention is to build an  
enormous arena capable of providing  
seating accommodation for 100,000.

[REUTERS'S SERVICE.]

THE MOROCCO TROUBLE.

French Squadron Provisioning.

London, November 25.  
A Division of the French Mediterranean  
squadron is provisioning at Toulon in  
readiness for emergencies in Morocco.

A Spanish French Agreement.

LATER.

France and Spain have arrived at an  
agreement, not yet finally ratified, for  
jointly meeting the present insecurity in  
Tangier, by which 1,200 men of each  
nationality will be landed. In any case  
the French and Spanish naval divisions  
will remain off Tangier.

SAN FRANCISCO'S MAYOR.

Arrested For Extortion.

London, November 25.  
Mr. Schultz, the Mayor of San Francisco,  
has been arrested in New York, on his  
arrival from Europe, on charges of  
extortion.

A correspondent describes the city as  
rotten with corruption and vice, and full  
of thieves and murderers.

The municipal officials, who are all  
lawbreakers, are spending money like water.

Cotton.

London, November 12.

A report of the British Cotton Growing  
Association declares that all the cotton  
Lancashire requires is capable of being pro-  
duced within the Empire.

A Russian Loan.

London, November 14.

It is reported from St. Petersburg that  
it is believed in official circles there that  
Count Witte during his European tour  
negotiated for a loan of 200,000,000 on the  
security of the national railways.

Pallman Bricks.

Washington, November 14.

Mr. Pullman, President of the Sleeping  
Car Company, is being prosecuted on  
charges of having given passes to officials as  
bribe.



## THE "HEU GSHA."

## Tribute to Officers.

A Marine Court to enquire into the circumstances of the stranding of the "Heungshan" on September 18 was held at the Harbour Office to-day.

Lieutenant Charles William Beckwith, R. N., (Marine Magistrate) presided and Commander Edward Wirth op. R. N., Captain Harry Gukroger ("Doris"), and Captain Thomas Alexander Mitchell ("Sui-sang") constituted the Court.

A letter from Captain G. F. Morrison, Captain of the "Heungshan," asking for the enquiry, was read.

The President said there were three points to be decided: (1) Was the master justified in anchoring where he did, (2) Was everything done after anchoring to prevent dragging; and (3) After the ship struck was everything done by the Captain and officers to save life and property?

Captain Morrison was called and said:—

At 8 a.m. I left Macao, with moderate north-west wind, sea light and cloudy weather. The wind strengthened slightly until 9.30 a.m., when it increased suddenly and carried away the upper awnings. I turned the ship to north-west to enable the crew to ship the typhoon doors and furl the awnings, as the wind and sea were increasing, with frequent squalls from the north-west. At 9.50 I picked up the end of Sauchau bearing east-north-east, distant about 1½ miles. Almost at once I lost sight of it owing to blinding rain accompanying the wind which had increased to typhoon force. I altered course to west and went by south and continued full speed until 10.20 when I anchored. I thought I was then two or three miles off Sauchau. I slowed my engines and let go my starboard anchor with 15 fathoms of chain and then let go the port anchor. I veered away my chain until I had 90 fathoms well outside on the starboard anchor and 75 fathoms on my port anchor; there was about 4 fathoms of water. I tried to help her by steaming ahead on the starboard engine and put the beam hard astern, so as to bring her head up to her anchor.

Owing to one of the lower awnings blowing in away this was useless, as the other swung about as a huge jib, and at 10.40 I stopped the engines. The Chief Officer was stationed by the wireless carefully watching the cables to see if the dragged. About the same time among typhoon squalls from the west were encountered. I came to the conclusion that the ship was clear owing to the flood tide beating against the typhoon. The next thing I saw was at 12.10, in the midst of blinding rain, I saw rocks right under the ship—I believe she struck a little time previously. I put the engines full speed astern, but returned the order immediately as I saw she was well on the reef. The Chief Officer, as the Chinese passengers were panic-stricken, volunteered to swim ashore with a heaving line and did so, being badly bruised and knocked about by the heavy surf breaking on the rocks. Ropes were got ashore with the assistance of the second engineer who had then finished his duties in the engine room. Assisted by the Chief Engineer I rescued the passengers ashore with life belt round them. Many were dashed off the ropes on the way ashore but all—excepting two—were rescued by the Chief Officer and the Second Engineer. The two who were drowned jumped overboard before the ropes were fixed for the rescue.

In answer to the President, Captain Morrison said:—There were two anchors 20 cwt. and 20 cwt. in weight, with 120 fathoms of chain for each. The anchors were constantly being worked by the Chief Officer and a Chinaman. I imagined I steamed 2 miles west after sighting Sauchau before I anchored. I rode out a typhoon in the "Heungshan" previously and had no difficulty owing to another chain, although I had less chain out.

To Commander Wirthrop:—When on the reef both cables were about the starboard quarter, the port cable being under the bottom of the ship and tank. After anchoring both cables had an equal strain.

To Captain Gukroger:—I had not the slightest idea when leaving Macao that a typhoon was coming. It occurred to me we were in a north-west gale. I could see no indications of the ship dragging. Mr. Granger (Chief Officer) corroborated the Captain's evidence and said that when the ship struck the Captain was standing with him as to what steps to take to save the passengers and he volunteered to swim ashore with a heaving line. He was watching the cables all the time and saw nothing to indicate the ship was dragging.

The Chief Engineer (Mr. Johnston) also gave evidence, and said that all watertight doors were closed and as the water still rose in the stokehold, steam was blown off to prevent an explosion.

After some deliberations the Court delivered its finding as follows:—We find that the "Heungshan" Official Number 95,855, of which George Morrison, master mariner, certificate of competency No. 584, N. S. W., was master, left Macao on the 18th September, for Hongkong at 8 a.m., with a general cargo, six Europeans, 543 Chinese passengers and 57 crew. The ship was fully powered and well-manned. The weather was cloudy with a moderate north-west breeze; the barometer high and steady. At 9.30 the wind increased by a series of heavy squalls and the sea rapidly rose. The ship was then turned round to the north-west to assist in furling the awnings and to ship the typhoon doors.

At 9.50 the south end of Sauchau was seen bearing east-north-east, one and a half miles. The wind by this time having increased to typhoon force, accompanied by blinding rain. The ship was then heading about west by south and at about 10.20 the master thought it advisable to anchor. The engines were slowed down and both anchors were let go in a usual manner with 90 and 75 fathoms of chain respectively, well outside the heaving point and carefully attended by the Chief Officer. The engines were worked for a considerable time to enable the

ship to be brought to the wind, but without success and as the ship was lying on her beam the engines were stopped.

We, the Court, are of opinion that the master was thoroughly justified in taking into consideration the condition of the ship and the blowing rain; and that after anchoring all due precautions were taken, the chain being carefully watched and no indication given by jerk or otherwise, which would be usual to expect, but that she must have dragged both anchors a distance of about 3 miles; that after the ship took the reef everything was done by the Captain and officers to save life and property, special commendation being due to Mr. Granger, the Chief Officer, and Mr. Johnston, the second engineer, in getting ropes ashore through the breaking surf and generally helping to rescue persons who were washed away from the ropes through the heavy surf. We, the Court, are of opinion that it was highly due to exertions of these officers that only two lives were lost, and taking into consideration the abnormal conditions in which the ship was navigated in the Court, absolve the master and officers from all blame. The Court adjourned sine die.

## OVERCROWDING.

The Sanitary Board's overcrowding officer, in his monthly report on overcrowding in the city, which was submitted to the Board at to-day's meeting, stated that 20 people had been compelled to leave their houses by the operation of the regulations during the month.

Mr. Hooper was strongly of opinion that the movement of ejected tenants should be watched and noted with a view to ascertaining the economic effect on the Colony.

Mr. Lau Chu Pak inquired:—Have any steps been taken to ascertain where the ejected tenants go to?

Dr. Clark:—See No. 2 of the cleansing by-laws. The police might assist us in the matter.

## PARTNERS OR NOT?

The case between Cheong Lai and Cheong Tai to recover \$1,000 for false imprisonment came on again at the Summary Jurisdiction Court to-day.

Mr. K. P. H. Lang (of Messrs. Deacons, Looker and Deacons) represented the plaintiff, and Mr. C. F. Dixon (of Mr. John Hastings' office) the defendant.

Mr. Dixon:—I have first, my Lord, a technical objection to take to my friend's case of action. I submit he has misnamed his remedy in bringing this action for false imprisonment. If he has any right of action at all it should have been for malicious prosecution.

His Lordship:—Malicious prosecution is far harder to prove, as it is necessary to prove malice.

Mr. Dixon:—But the action must be for malicious prosecution, not for false imprisonment.

His Lordship:—Was an information sworn before the magistrate?

Mr. Dixon:—I believe so, my Lord.

His Lordship:—It does not say so here, and I directed that the statement of claim should be amended. With regard to the statement of partnership, you yourself at that time said you were partners.

Mr. Dixon:—No, I said I was prepared, if you intended taking the action on that date, to admit that we were partners.

His Lordship:—You had to, unless you wanted to get into serious trouble. The plaintiff in this case admitted he was a partner.

Mr. Dixon:—Yes.

His Lordship:—Before the defendant admitted it, now he denies it.

Mr. Dixon:—I understood there was never any admission by me, or any one on my behalf, that he was a partner.

His Lordship:—He never appeared.

His Lordship:—Well, he had better be careful what he says to-day.

Mr. Dixon:—As I said to your Lordship before, in this business there are certain branches in which they are, and others in which they are not partners; and, in the certain branch with respect to embezzlement, they were not partners.

His Lordship:—In original action 198, on an amended writ, judgment was given against two of them.

Mr. Dixon:—My client tells me there was no partnership between himself and the plaintiff with regard to the monies which are the subject matter of this charge of embezzlement.

His Lordship:—If you had told me that before I shouldn't have called for an amendment.

Mr. Dixon:—I suggested it before.

His Lordship:—Perhaps you will say he is not a defendant next?

Mr. Dixon:—Apart from that question will you consider the case?

His Lordship:—I will consider it and reserve that point.

Mr. Lang submitted he had nothing to prove, but as his Lordship's suggestion and statements of claim and defence, and the fact that the plaintiff and defendant were partners in the action.

His Lordship:—You've got to prove that. You had better put your client in the box.

Mr. Lang:—He's not here.

His Lordship:—Well, that being the case I'll give you Thursday morning.

Mr. Dixon:—I should like to raise another point: that is, with reference to my friend having failed to give notice in writing of this intended action for false imprisonment.

His Lordship:—I'll consider that, point too. You (Mr. Lang) might consider those points, and you must have your client here on Thursday as there are three things you've got to prove or else you don't get your case.

Mr. Justice Miles, speaking recently at the Polytechnic, Regent-street, said that people more than sixty years old should be given an anesthetic and sent away, because they prevented reforms by younger people.

FROM THE ANTILLES.

CHAMBERLAIN'S COUGH REMEDY. BENEFITS A CITY COUNCILMAN AT KINGSTON, JAMAICA.

Mr. W. O'Reilly Fogarty, who is a member of the City Council at Kingston, Jamaica, West Indies, writes as follows:—

One bottle of Chamberlain's Cough Remedy had good effect on a cough that was giving me trouble and I think I should have been more quickly relieved if I had continued the remedy. That it is beneficial and quick in relieving me there is no doubt and it is my intention to obtain another bottle. For sale by all chemists and druggists.

## THE SWATOW LINE.

## PRIDE OF SOUTH CHINA.

## The Official Opening Ceremony.

## [BY OUR SPECIAL REPRESENTATIVE.]

The present period will surely be known as the railway era in China. After resisting all efforts directed at providing the country with railways for very many years the Chinese at last appear to be waking up to the importance of providing more speedy and improved means of inland communication, and, as in many other instances, now appear to be as anxious to secure as they were before reluctant to accept railways.

In the circumstances the opening of the Swatow-Chao-chow-fu line, being as it is the second railway to be constructed in Southern China, is an event fraught with much importance.

Not only is the Swatow line worthy of special attention on this account but also in view of the fact, to which the Chinese attach great importance, that it is the first railway to be built entirely by Chinese capital. The Yuen-Han line was financed by foreigners and is not yet free of foreign capital, but not so the Swatow line. In this there is not a penny of foreign capital and the railway was conceived and carried out entirely without aid from the West. These are the principal reasons why the officials responsible for the undertaking feel particularly proud of it, and why they celebrated the opening of the new line at Swatow on Sunday in such a lavish manner.

Not only was the occasion a red letter day in the history of Swatow but a landmark in the records of Southern China, and, as such, the Chinese spared no effort to mark it. That the opening ceremony was attended with the most signal success there can be no possible question. Chinese officials from all parts of the Two Kwang were present, and of their ability to say to the representatives of the many Foreign Powers who were their guests: "This is our work" they were hugely proud. And if they were a little egotistical who is to blame them?

HISTORY OF THE LINE.

To trace the history of the movement which culminated in the building of the Swatow-Chao-chow-fu railway to its inception it is necessary to go back nearly ten years. To a considerable extent the line is the outcome of large-hearted philanthropy. His Excellency Cheung Yung, promoter, concessionaire and chief director of the line, is one of the richest of Chinese merchant princes, having accumulated a fortune running into many millions of dollars in the Straits Settlements and Java. Years ago he decided to devote a considerable part of his wealth in providing his native district of Swatow with a railway, and with that object in view approached the powers at Peking for the concession. The Throne, at that time, looked with disfavour on H. E. Cheung's proposal, and permission to construct the line was refused. Some years after, when the Throne appeared to be more favourable to foreign ideas, he again broached the subject of the Swatow concession. This time it was stated that he first went to the Ministers of the various foreign powers at Peking to try and induce them to lend the weight of their influence to the proposal and this time he was successful, it is believed being backed up by Japan. Whatever truth there is in this latter assertion it is certain that the Japanese had a large interest in the line from the beginning and a very strong claim on the work of construction. They have now carried out the work at a cost of upwards of three million dollars, taking the contract over the heads of one of the most substantial and best known firms in Hongkong who tendered for the construction of the line at \$1,750,000. The well-founded opinion in business circles regarding the above is that the building of the line was secured to the Japanese from the granting of the concession and that the tender mentioned served no more useful purpose than an estimate on which to base the cost of the work. Whatever the circumstances may have been that led up to the securing the contract by the Japanese the line has been rendered an accomplished fact by Japanese engineers backed by Chinese capital and Chinese labour.

THE CONSTRUCTION.

In carrying out the work of construction no serious engineering difficulties were encountered, so that as the building of the line has been extended over a period of two and a half years it has not been rapid. The full length of line is about 30 miles and the whole of the distance is through flat, low-lying and fertile country. In addition it is almost straight the most noticeable curve being at a point where the base of a range of hills has to be skirted, but the detour is a short one and nowhere on the line were any cuttings or bridges necessary. Practically the whole of the 30 miles of rails are laid on an embankment raised less than six feet above the surrounding country and composed of mud and earth scooped out of the water-courses and fields through which the line runs. This appears to be one of the weakest points in the whole system, as it is at present. The embankments are of mud or earth and the ballast is sand. At present it appears to be firm enough but the expert opinion was advanced on Sunday that the embankments without stone ballast and stone binding would never stand the wet season, and unless more substantial ballasting is used there appears to be a very fair chance of washouts and similar accidents later in the season. Also the line is not as well drained as appears to be necessary, but this can be remedied at a small cost. The ballasting question, however, is not nearly so easy of solution. Abundance of stone could be obtained from the neighbouring hills but before it can be touched the Chinese superstitions regarding Feng-shui will have to be overcome. At the commencement of the line attempts were twice made to open a quarry but the

hostility to disturbing the rocks displayed by the natives was so great that the work had to be abandoned for fear of inciting them against the line. The Chinese are well aware that the want of ballast is a weak point in the construction and the representative of the Chamber of Commerce of Peking commented strongly upon the fact, but at present there is no way out of the difficulty.

In another respect the line is not yet completed. The Swatow station is fully a mile and a half from the business part of the town and until the rails are extended right into Swatow the undertaking cannot be regarded as finished. This short stretch, however, presents no engineering difficulties and a proportionately greater outlay than any other section of the line. Two water courses, of considerable dimensions, lay in the way and much valuable property will have to be resumed. The company, however, has already planned for bringing the line into Swatow but first wish to be certain of financial success.

IMPORTANCE OF THE VENTURE.

From the fertile and prosperous nature of the thickly populated districts which the line taps, added to the fact that it links up the treaty ports of Swatow with the Province of Chao-chow-fu, a city with an estimated population of 800,000 inhabitants, an idea of its importance will easily be gathered, and its future prosperity would appear to be assured. Prior to Sunday the cars had been running for eight days and had carried an average of 200 passengers daily, giving an income of about \$500. At present three trains consisting of 14 cars are run each way daily and carry passengers only. There are, however, two spare locomotives and additional trains for passengers and freight and will no doubt be put on when business justifies it. The Company has at present three 55 ton locomotives which were imported from America, and 22 passenger carriages built in Japan. There are also a number of freight trucks and vans which were used in the work of construction but which it is not at present anticipated will be put into commission for some time at least. The rails also were imported from America and are laid on Japanese hard-wood sleepers. There are six railway stations, those at Swatow and Chao-chow-fu being the most important and are also roomy multi-buildings. At the Swatow end of the line also a good deal of accommodation is provided for the company's staff. The railway Co.'s head offices are in the centre of the business portion of Swatow and are connected with the railway stations by means of a telephone. For the present two Japanese are employed at the terminal stations as station-masters and the engine drivers are all Japanese, but this, it is stated, will only be so while the Chinese are passing through the educational process. So far the natives have treated the line with the greatest tolerance and only on one occasion was a serious trouble experienced with them. This was near the village of An-pou, where the Japanese and people from the village came into conflict and two Japanese were killed. Compensation was paid to the deceased's families after much correspondence with Tokyo and Peking and the matter settled without the outside world knowing much of what had happened.

As already indicated the country through which the railway line passes is densely populated and the people have much business with Swatow and are continually coming and going between the native villages and the treaty port. They are business men and can well afford to travel by rail at the very reasonable rates charged, \$1.25 first class and 50 cents second class for the single journey. Thus a constant flow of passengers is certain, and after the novelty of the thing has worn off and the Chinese have been educated up to railway travel there is every probability that the business will increase to much larger dimensions.

THE CANTON-HANKOW RAILWAY.

Inquiries by the New Viceroy.

Viceroy Chan has been consulting with the Directors of the Canton-Hankow railway about matters which concern the progress of the scheme. He has had a personal interview with Li Shiu Yuen, who was invited to attend the Viceroy at his own yamen.

In the interview it was conceded that the working control and the general management of the line shall be in the hands of the people of their representatives. All that the officials will do will be, to see that affairs are conducted according to arrangement and that everything is satisfactory. The officials only want to see that all the funds are properly paid in and used for the purpose to which they have been assigned. This they must do because railways are an important part of governmental development, and will tend to the well-being of the country, and therefore the officials must know that everything is going on right.

The Viceroy also has it on his mind to have a meeting between himself and the Directors, and therefore he wants to arrange a place and time when they may come together, and when there can be a general discussion, that all that is being done may be clearly known to the officials and that there may be a complete understanding.

The General Director, going to Tsai has sought an interview with the Viceroy, but it has not yet been arranged. The Director later sent a letter after he had been asked to attend the yamen by telegram, in which he emphatically resigned the directorship. This matter was discussed with Li Shiu Yuen.

The result of the interview is that things are likely to go easier with this, than with the former Viceroy.

CHAO-CHOW-FU.

The city of Chao-chow-fu is a walled city and is the provincial capital, and the seat of government for the district in which Swatow is situated, and is a very important business centre. It is situated on level country not far from the foot of the neighbouring range

of mountains among which one peak rises itself to a height of about 3000 feet. The River Han has hitherto provided practically the only means of communication between the city and Swatow, and although this is very satisfactory for cargo, which is carried at very cheap rates, the journey by water is necessarily slow and tedious. Seen in the distance the city presents a very striking and pretty sight and the fact that there are many fine old trees growing in different parts of the city give it a more attractive appearance than is usual by found amongst Chinese cities. Chao-chow-fu is also a centre for the manufacture of the famous Swatow pewter-ware and the equally famous grass cloth and drawn thread work.

The buildings are mostly of a white appearance, being made of the concrete which is almost exclusively used for building purposes in the district, and in Swatow. Amongst the most noticeable of the public edifices is the Roman Catholic Cathedral which was constructed many years before the opening of Swatow as a treaty port, and there are said to be several thousands of followers of Christianity in the city.

THE SANITARY BOARD.

The question of holding the Sanitary Board's meetings at 2.30 p.m. instead of 4.15 was set down for discussion at to-day's meeting.

Mr. Shelton Hooper inquired:—I quite agree with the President's proposal.

Mr. Humphreys:—2.30 does not suit me, the present time, I should think, much better for all business men.

Hon. Mr. Hewitt:—I cannot agree to give up as afternoon to the Sanitary Board's meetings.

Mr. Lau Chu Pak:—The change is not convenient.

Hon. Mr. Chatham:—The Legislative Council meets at 2.30 p.m. and I think this hour is much more suitable for many reasons than 4.15 p.m. The Board's meetings are only held once a fortnight and should not occupy more than an hour.

THE WATER AGAIN.

The Government Analyst and Government Bacteriologist were again at variance in reports read at to-day's meeting of the Sanitary Board, regarding the water in a well at No. 18 Gage Street.

Mr. F. Browne, Government Analyst, reported that in his opinion the water was fit for potable purposes while Dr. W. Hunter, Government Bacteriologist, declared the sample submitted to him was not potable; the organisms present in the water consisted chiefly of liquefying bacteria and colon bacteria; the bacillus coli being present in numbers of 100 of i. c. c. of the sample.

Mr. Humphreys inquired:—The Bacteriologist says the sample is not potable but he does not say it is dangerous to life. The closing of wells that are not actually dangerous to life is a doubtful expedient in view of the water supply being intermittent during the winter months as the Chinese are compelled to draw supplies from still more contaminated sources, such as pools and polluted nullahs.

Mr. Hewitt:—The surroundings of the well were reported to be very unsatisfactory and the water might be contaminated through the soil.

Mr. Lau Chu Pak, agreed with Mr. Humphreys. This was another case in which the authorities did not agree and he wondered what the Bacteriologist would say of the water in the public mains.

The Registrar General:—The well should be protected from contamination, by being covered over and provided with a pump.

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